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with 50-kg and 100-kg bombs was located about 2 kilometers north of the airfield. The red border lighting of the field was operated from one central awitch. Searchlights illuminated the take offs. The radio station and the switchboard were installed in the flight control building. Fuel dump, bomb store, hangars and the gate to the barracks were guarded. At night, sentries patrolled the area. There was only day flying during favorable weather. The engines were started by compressed air and, during the winter, preheating carriages were used in addition.

3. Tapolca (Y 4/D 35) On 16 January 1951, the GA units and the rather strong OATBs were transferred to Tapolca and attached to the 1st GA Regiment. Captain Adam Zoltal who already in Recskemet had been chief of the GA company was commander of the GA regiment. Tapolca airfield extended about 2,500 meters in a north-south direction and about 800 meters in east-west direction. There were no concrete runway, taxiways or hardstands. The only concrete apron was located in front of the reconditioned hangar which housed a repair shop in its north-eastern portion. Another rather bomb damaged hangar was located east of the aforementioned one. The units transferred from Kecskemet brought 25 Stormovik aircraft.4

Budaoers (Q 48/H 42) 25X1 The staff of the school was composed of 80 to 85 instructors and inspectors and about 20 civilian professors. Officers and NCOs at the school wore winged propellers as branch of service insignia. The students were of the 1929 to 1931 classes. About 30 percent had volunteered. The school which was subordinated to the Honved Ministry was 25X1 established in the barracks just south of Budacers airfield. training course of three months, the following subjects: mechanical science, technical drawing, mathmatics, aero 25X1 dynamics, aircraft science, marksmanship, terrain science, politics training and service regulations. There were no concreted runways or taxiways at the field and no hardstands except for the concrete arrons in front of the two hangers, located at the southern and northern border of the field. A repair shop was installed in the third hangar which, covering an area of 30 x 100 meters, was bigger than the two others. An antenna was seen on the roof of the flight control building. The field was equipped with lighting. Aircraft of the types Yak-9, II-2, II-10, II-2, Aero-45, Po-2s and older types were seen at the field.

1.	Comment. Even though the information dates back to 1950. it is	25X
	forwarded as a confirmation to a previous report.	
•	Both reports indicate that the field was occupied by an air force	25 X 1
	training unit in early 1950, but they deviate with regard to the strength	
	of this unit. The more detailed information of the reference report leads	
	to the conclusion that a unit of regimental strength was concerned.	

2. Comment. The information on location, condition, installations and the occupation of the airfield corresponds generally to previous information.

Comment. This report confirms previous information with regard to the buildings and the condition of Kecskenet airfield. The occupation by a Hungarian GA unit prior to 15 January 1951 is reported for the first time. According to previous information, the 1st Hungarian Fighter Regiment was assumed to be stationed at Kecskenet airfield.

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4.	Comment. The field was previously reported as being occupied by a GA regiment equipped with IL-10s. It is assumed that the GA unit was brought to regimental strength at Kecskemet and then transferred to Tapolca.		25X1 25X1
5.	Comment. The information on the Vasvary Pal air force officers school corresponds with previous information. The description and the occupation of the airfield is also correct.	:	

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